

UTA Board of Trustees Meeting

May 26, 2021



Call to Order and Opening Remarks

Electronic Meeting Determination Statement



My Neighborhood
Annabel Lee
Grade 12, South Jordan

“The inspiration behind my piece came from the colorful houses in the city of Daybreak. It signifies how we are all still close together even if we are socially distanced or quarantining in our own houses.”



My BeUTAHful Community Student Art Competition



Safety First Minute



Public Comment

Live comments are limited to 3 minutes per commenter

Public comment was solicited prior to the meeting through alternate means, including email, telephone, and the UTA website

Any comments received through alternate means were distributed to the board for review in advance of the meeting



Consent Agenda

- a. Approval of May 12, 2021 Board Meeting Minutes



Recommended Action (by acclamation)

Motion to approve consent agenda



Reports



Agency Report



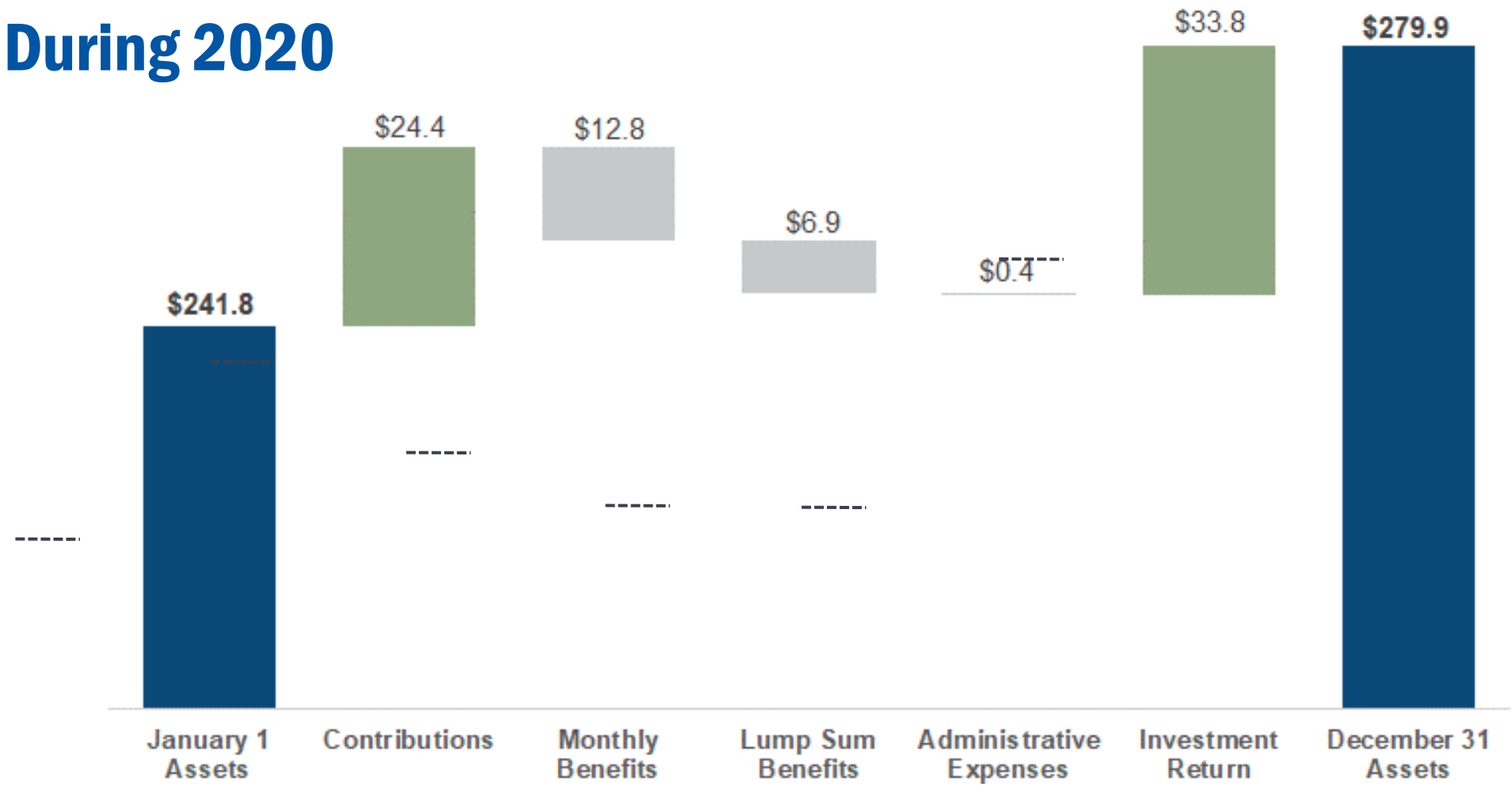
Pension Committee Report



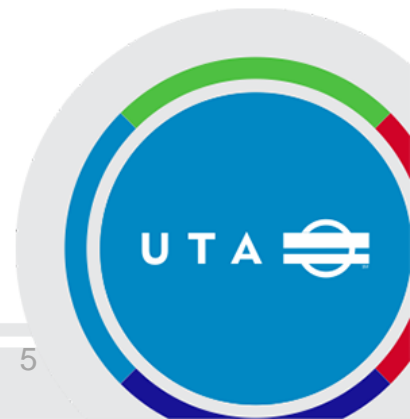
Asset Changes During 2020

(Amounts in millions)

UTAH TRANSIT AUTHORITY



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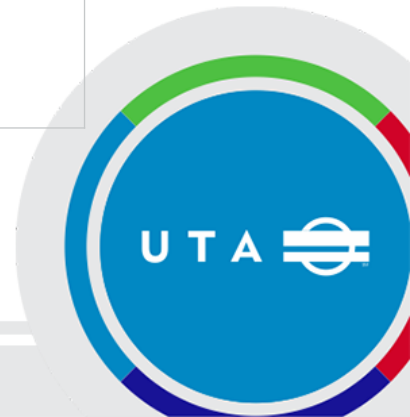


Valuation Results – Prior Year & Preliminary 2021

(6.75% Return Assumption)

<i>(amounts in millions)</i>	1/1/20 Liabilities; Asset Levels as of 12/31/19	1/1/21 Liabilities; Asset Levels as of 12/31/20
Assets	\$241.8	\$279.9
Actuarial Accrued Liability	<u>\$359.6</u>	<u>\$383.7</u>
Unfunded Liability	\$117.9	\$103.8
Funded Ratio	67%	73%
Normal Cost Rate	9.1%	9.2%
Amortization Rate	<u>6.9%</u>	<u>6.4%</u>
Target Contribution Rate	16.0%	15.6%
100% Funded Ratio Projected by 2034 if Target Rate Contributed Annually Starting in:	2021	2022

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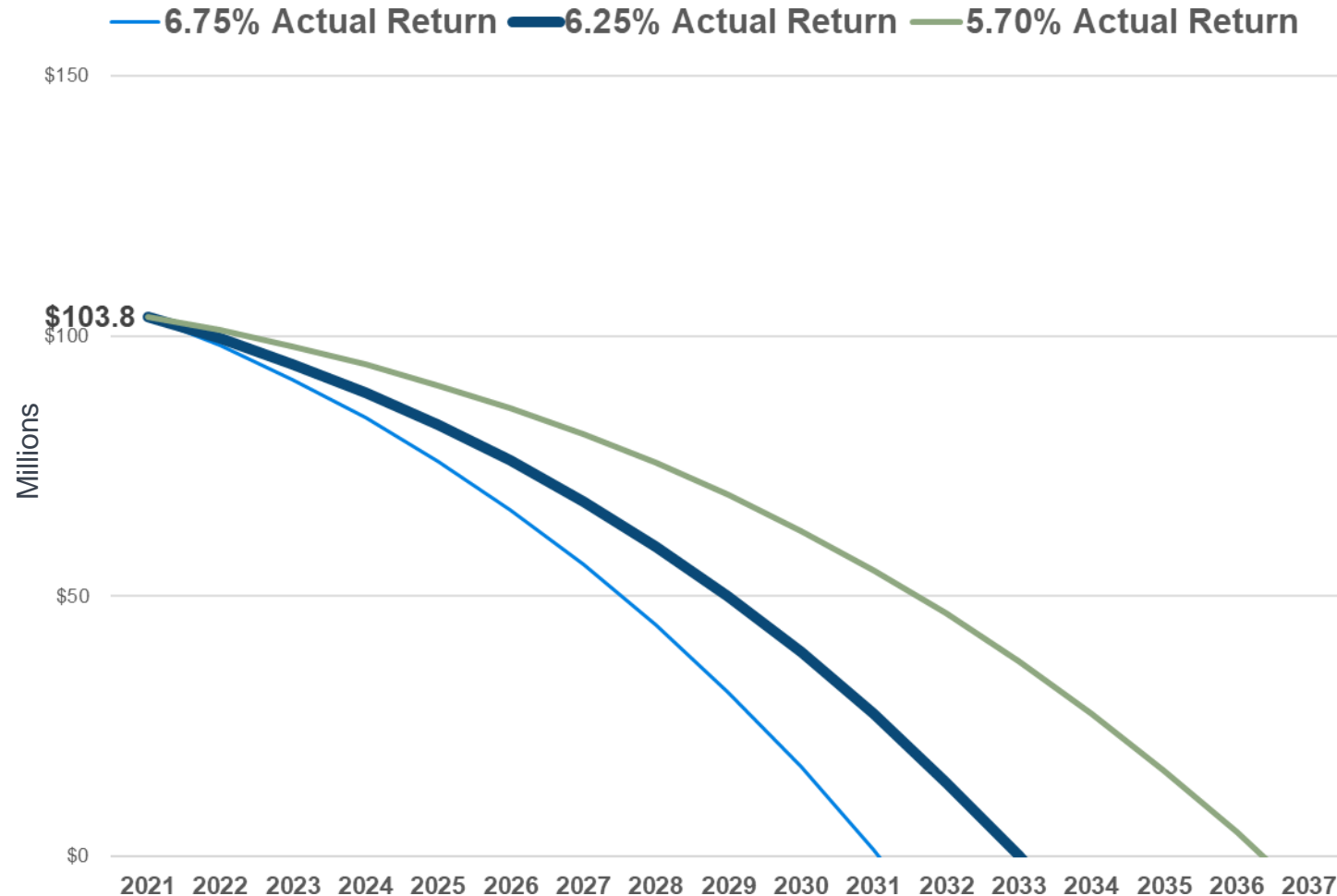


Unfunded Liability at 16.3% Contribution Rate

(6.75% return assumption; does not reflect actual year-to-date 2021 returns)

At 6.75% investment return assumption, calculated target contribution rate starting in 2022: **15.6%**

At 6.50% investment return assumption, calculated target contribution rate starting in 2022: **17.0%**



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Action Item and Next Steps

- Action item for Committee:
 - Identify methods and assumptions to use in the 2021 actuarial valuation
- Next steps:
 - Publication of certified 2021 valuation report based on identified assumptions
 - If investment return assumption is changed, consider optimal administrative timing for potential update to plan's actuarial equivalence interest rate assumption (lump sum calculations)
- Future step:
 - Review “*100% funded ratio by 2034*” target funding policy adopted by Board in 2013



Safety and Security Report – Utah State Safety Oversight Program





Utah Department of Transportation

Rail Transit State Safety Oversight Program

Report to UTA Board of Directors

2021

Jim Golden, State Safety Oversight Program Manager

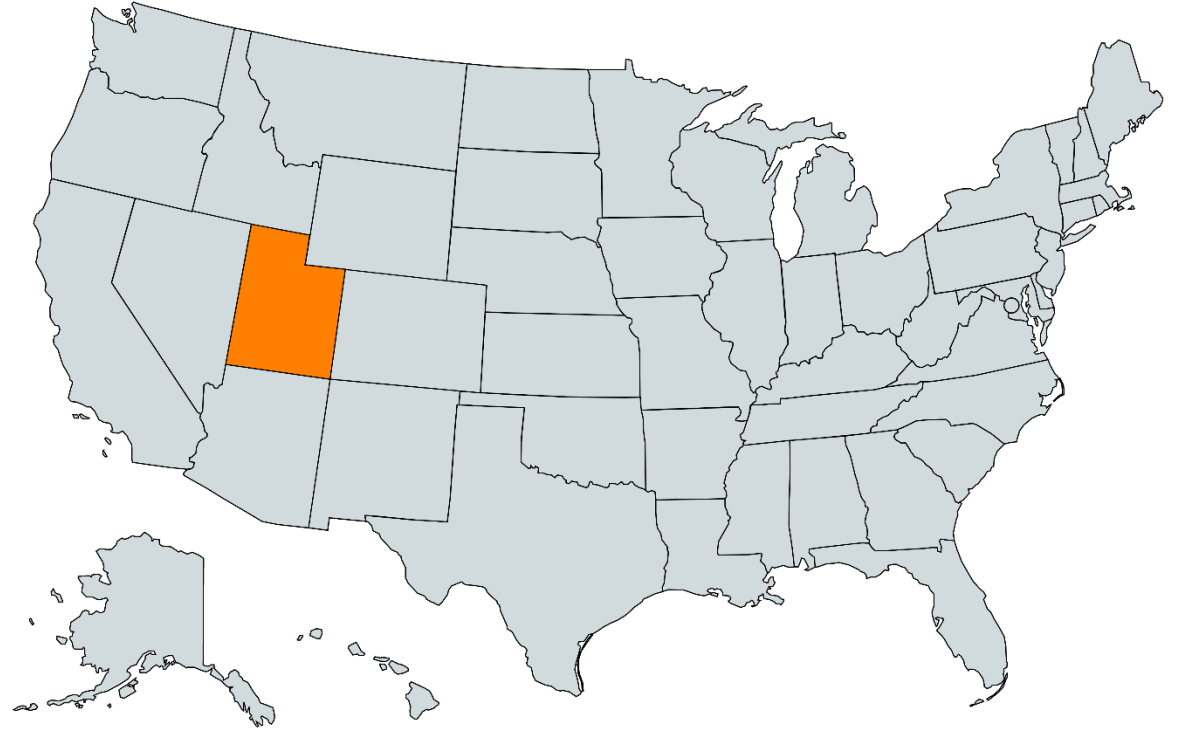
Overview



1. Utah DOT State Safety Oversight (SSO) Program
2. Key Program Activities
3. 2020 Program Highlights

1. Utah SSO Program

- Required by Federal Transit Administration (FTA) since 1995 and updated in 2015
- Lines covered under this legislation are TRAX Light Rail and the Sugar House Streetcar (S-Line)



1. Utah SSO Program

UDOT is compliant with 49 CFR Part 674, which requires:

- Legal independence from UTA
- Enforcement authority
- SSOA and contractor staff follow an established training plan
- Involvement with and oversight of UTA capital projects



Rail Transit State Safety Oversight Program Procedures & Standards

Version 13
November 2020

Utah Department of Transportation
Jim Golden, State Safety Oversight Program Manager
4501 South 2700 West
Salt Lake City UT 84114
(801) 360-0052
jimgolden@utah.gov

2. Key Program Activities



- Oversight activities conducted by UDOT staff and contractors include:
 - Regularly meeting with UTA staff
 - Conducting scheduled audits and as-needed special assessments,
 - Approving primary UTA safety and emergency preparedness documents,
 - Adopting UTA investigations of accidents, incidents, and hazards, and
 - Verifying UTA progress in correcting safety deficiencies.

3. 2020-21 Program Highlights: Hours of Service Audit

- In October 2020, UDOT conducted annual audit of UTA hours of service
- The one finding from the audit was closed in February 2021



3. 2020-21 Program Highlights: Event Investigation



- In 2019 UDOT tracked 43 UTA safety event investigations in 2020 that met UDOT or FTA mandated reporting criteria.
- Many tracked events involve automobiles making illegal left turns into or in front of trains.
- UTA and UDOT are collaborating to find ways to prevent reoccurrence of certain accidents, particularly automobiles making left turns into trains.

3. 2020-21 Program Highlights: TRAX Airport Extension Oversight:



- UDOT is involved in UTA construction of a new station at Salt Lake International Airport.

3. 2020-21 Program Highlights: FTA Triennial Audit



**Federal Transit
Administration**

- The FTA conducted its triennial audit of the UDOT oversight program in July 2019
- In December 2020 released two draft findings.
- Both findings have been fully addressed and received by the FTA.

Thank You



Questions or comments?

jimgolden@utah.gov

801-360-0052

Resolutions



Resolution R2021-05-01 Granting Contract and Expenditure Authority for Parts Inventory Purchases



2021 Inventory Vendors

Vendor	Purpose	2020 Purchase Amounts
BRADKEN, INC	Shock damper for light and heavy rails	\$ 231,280
Craftsman Upholstery and Interior	Seat Fabrics and Parts	269,643
Cummins Sales and Service	Diesel Engine Parts	1,893,940
DELL MARKETING L.P.	Desktops and Laptops	513,498
DELLNER COUPLERS INC	Light Rail Coupler Parts	704,053
GILLIG CORPORATION	Bus Parts	1,760,923
GMT INTERNATIONAL CORP	Rubber suspension components for light rail	270,468
IFE NORTH AMERICA LLC	S70 doors for Light rail	565,748
KAMAN INDUSTRIAL TECH.	Bearings & Motors	282,407
Kenworth Sales	Bus Parts	307,303
KNORR BRAKE CORP.	specialize in braking system for rail and commercial vehicles	1,057,402
L & S Electric Inc.	Rail equipment repairs	291,917
MUNCIE TRANSIT SUPPLY ++	Commuter Bus Parts	446,169



2021 Inventory Vendors

Vendor	Purpose	2020 Purchase Amounts
ORX	Locomotive wheels, Wheel & Axle Assembly for heavy rail	\$ 283,522
POWERRAIL DISTRIBUTION	Remanufacturer of aftermarket locomotive parts	206,870
Powertech Converter Corp USA	APS power supply	268,208
Railroad Friction Products	Break parts for Light rail and heavy rails	200,388
SCHUNK CARBON TECHNOLOGY LLC	Specialize in carbon, Graphite, Ceramic composite	603,946
The Aftermarket Parts Company	Bus Parts	743,992
VAPOR-STONE RAIL SYSTEMS	Light Rail Parts	302,665
Wabtec Passenger Transit ++	Braking system, Couplers & Draft Gears, Electrical solution for light and heavy rails	1,057,160
ALSTOM SIGNALING, INC.	signaling product for light rail and heavy rail	200,000
Safe Fleet Bus & Rail	Distributor of safety products for bus and Rail	200,000
SMITH POWER PRODUCTS	Bus repairs	200,000
THERMO KING INTERMOUNTAIN INC	HVAC, Heater/AC	200,000
VOITH TURBO, INC.	Couplers for SD100 & SD160 for Light Rail	200,000



Resolution R2021-05-01 Granting Contract and Expenditure Authority for Parts Inventory Purchases

Recommended Actions (by Roll Call)

Motion to approve resolution R2021-05-01 as presented



**Resolution R2021-05-02 Delegating Approval Authority
for Certain Described Task Orders Under the On-Call Task
Ordering Maintenance and Repair Contract
(UTA-20-03349VW) for 2021**



Background

- **10/2020: RFP Released for an on-call transit maintenance contractor**
- **1/2021: Stacy and Witbeck awarded**
- **Scope of work is to help perform major maintenance and transit construction activities on UTA's rail infrastructure**



Light Rail Curve Replacement

SGR385: The anticipated task order amount is \$2,700,000.00

- South Stadium Embedded Curve Replacement: \$900,000.00
- North Stadium Embedded Curve Replacement: \$900,000.00
- Mario Capecchi Embedded Curve Replacement: \$900,000.00



Light Rail Curve Replacement

- The curves are approaching the end of the useful life expectancy and require replacement.
- Work will include demolition of the existing curve, rail, and embedded concrete replacement.
- Replacement will include new restraining rail which was not available during the original construction



Operator Relief Rooms

MSP228 and MSP231: The anticipated task order amount is \$434,000.00

- Construction of two Operator Relief Rooms.
 - 3900 South Wasatch Blvd.
 - \$228,160.00-MSP228
 - University Medical Center
 - \$206,140.00-MSP231
- This work will include installing a pre-fabricated relief building, concrete pad, footing, utilities and grading.



Gap Filler on Frontrunner Stations

MSP257: The anticipated task order amount is \$1,000,000.00

- This project will address a gap between the station and the Frontrunner passenger car
- Station locations will be identified once material costs are in place
- The gap filler will match the product installed on the new Vineyard Station



Grade Crossing Replacements

SGR385: Winchester Avenue. The anticipated task order amount is \$350,000.00

- This light rail grade crossing is located on the Blue Line at approximately 6400 South

Task Order – SGR385: 3200 West. The anticipated task order amount is \$350,000.00

- This light rail grade crossing is located on the Red Line at approximately 8600 South



Grade Crossing Replacements

Task Order – SGR385: 8120 South. The anticipated task order amount is \$250,000.00

- This light rail grade crossing is located on the Red Line



Resolution R2021-05-02 Delegating Approval Authority for Certain Described Task Orders Under the On-Call Task Ordering Maintenance and Repair Contract (UTA-20-03349VW) for 2021

Recommended Actions (by Roll Call)

Motion to approve resolution R2021-05-02 as presented



Contracts, Disbursement, and Grants



Contract: Maintenance-of-Way Replacement Vehicles (Ken Garff West Valley Ford)

Recommended Actions (by acclamation)

Motion to approve contract as presented



Contract: Bus Real Time Digital Signage Equipment (Daktronics)

Recommended Action (by acclamation)

Motion to approve contract as presented



Contract: iDEN Radio System Repair and Maintenance (DCTech Inc.)

Recommended Action (by acclamation)

Motion to approve contract as presented



Contract: Panasonic Toughbook Android Tablet Purchase (Mobile Concepts Technology, LLC)

Recommended Action (by acclamation)

Motion to approve contract as presented



Contract: FrontRunner Forward Program Management Services (Kimley-Horn)

Recommended Action (by acclamation)

Motion to approve contract as presented



Change Order: Point of the Mountain Transit Design and Environmental Services (Parametrix Consult, Inc.)

Recommended Action (by acclamation)

Motion to approve contract as presented



Service and Fare Approvals



Fare Contract: Ed Pass Agreement Modification No. 1 (Mountainland Technical College)

Recommended Action (by acclamation)

Motion to approve fare contract as presented



Fare Contract: Ed Pass Agreement Modification No. 1 (Ensign College)

Recommended Action (by acclamation)

Motion to approve fare contract as presented



Fare Contract: Hive Pass Purchase and Administration Agreement Amendment No. 2 (Salt Lake City Corporation)

Recommended Action (by acclamation)

Motion to approve fare contract as presented



Discussion Items



Depot District Clean Fuels Technology Center Project Update





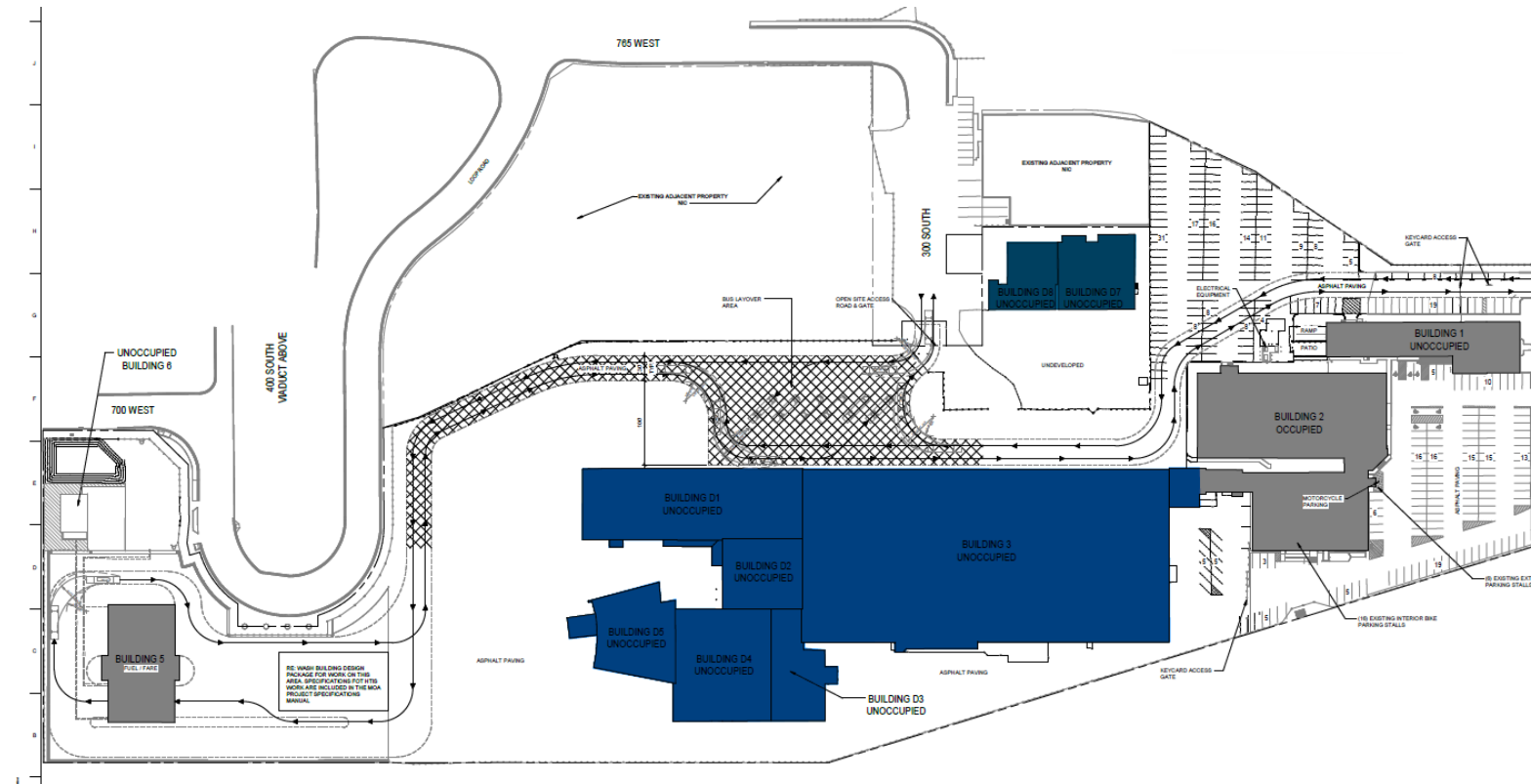
Depot District Construction Status

Board of Trustees Meeting

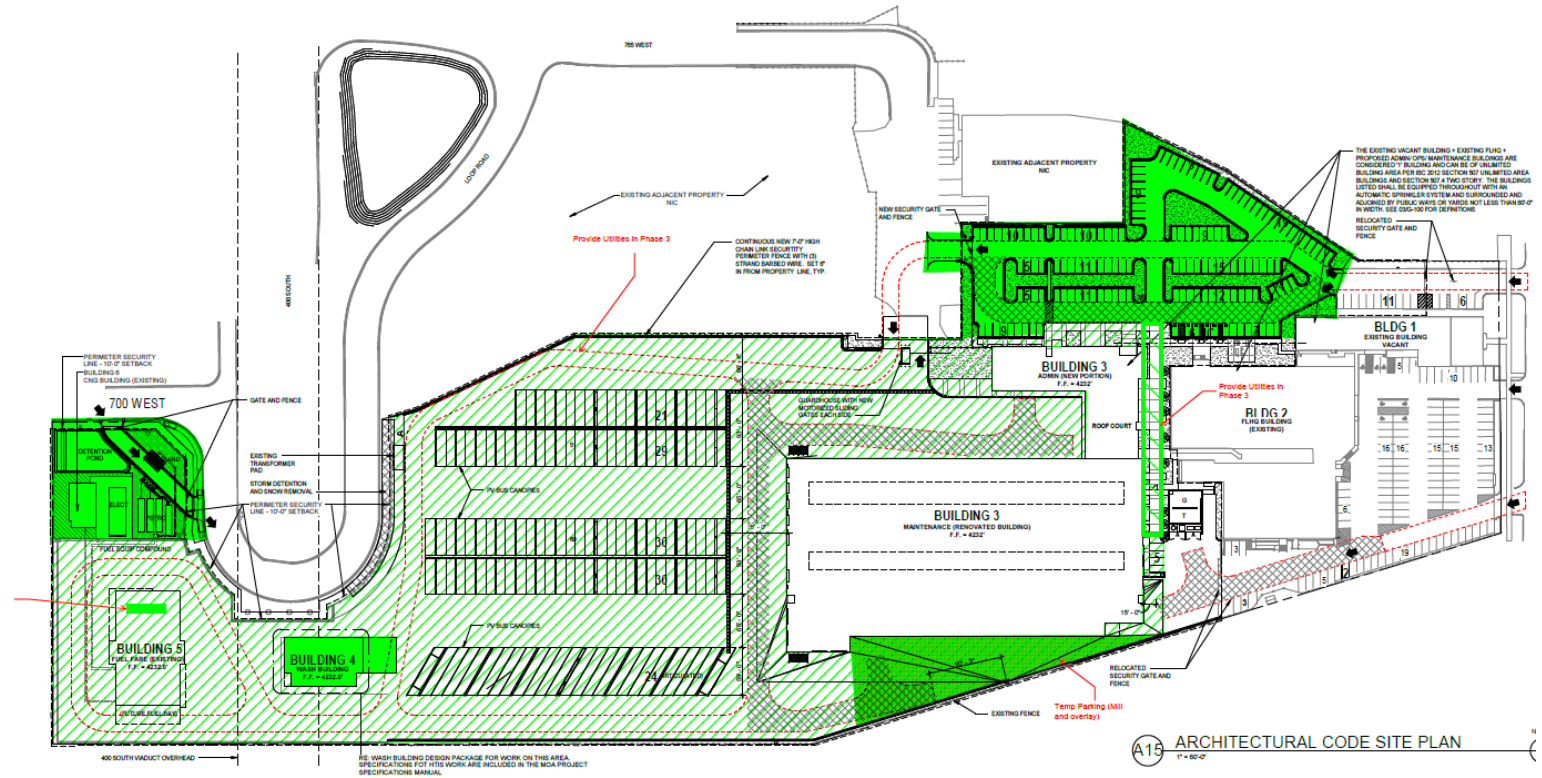
May 26, 2021



- **Phase 1: Demolition & Abatement (Completed)**



- **Phase 2: Wash Bldg / Fueling Island / West Parking Lot**
 - **Anticipated Construction: Today-June 2021**





Fueling Island

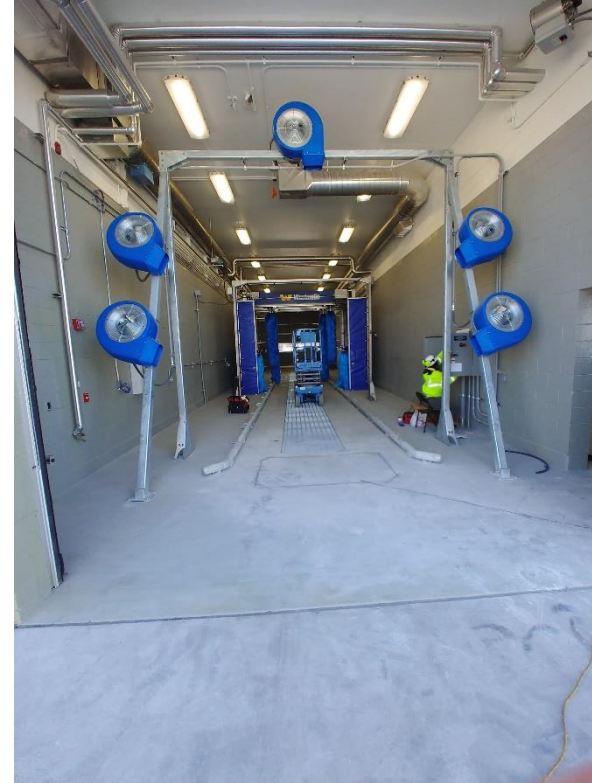
Scheduled for completion
June/July 2021





West Parking Lot

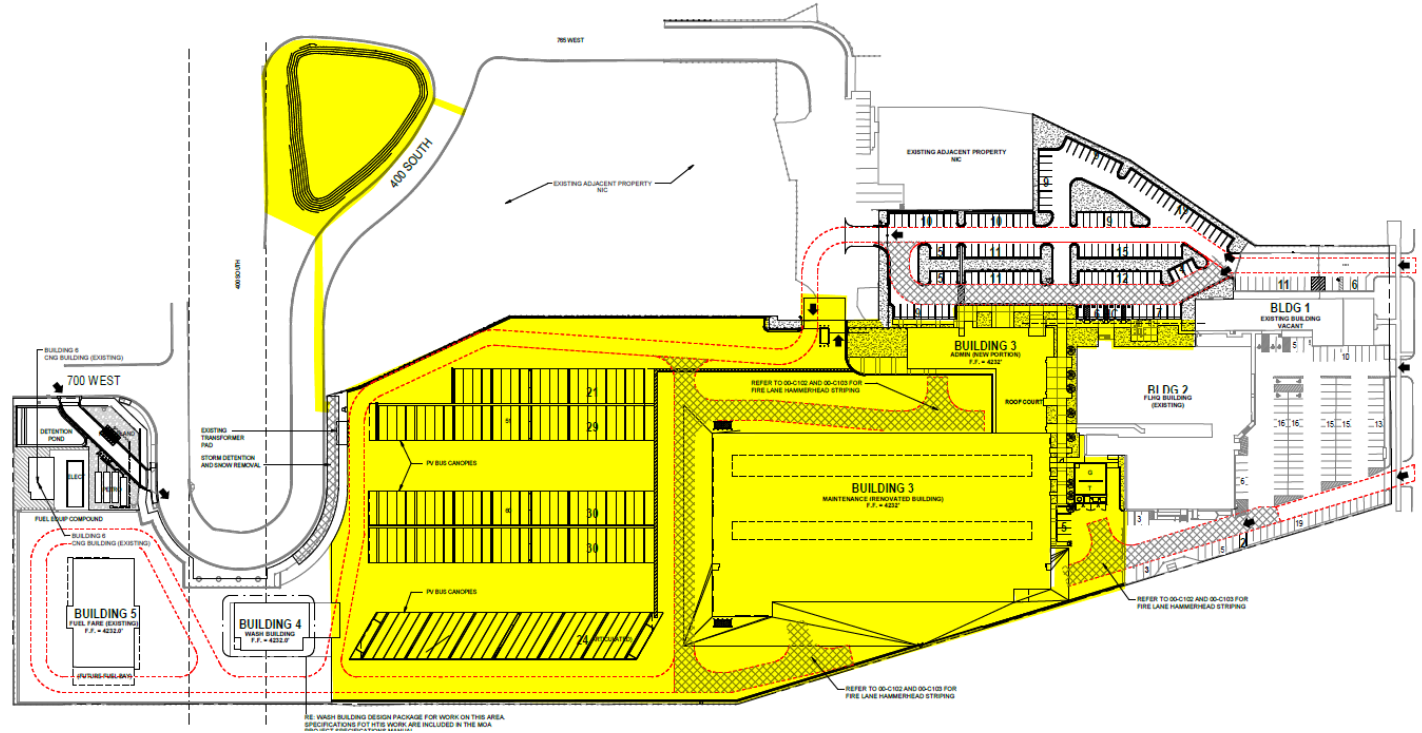




Bus Wash



- **Phase 3: Maintenance Bldg/Admin-Ops Building/Site Work**
- **Anticipated Construction: November 2020-Spring 2023**





Maintenance Building





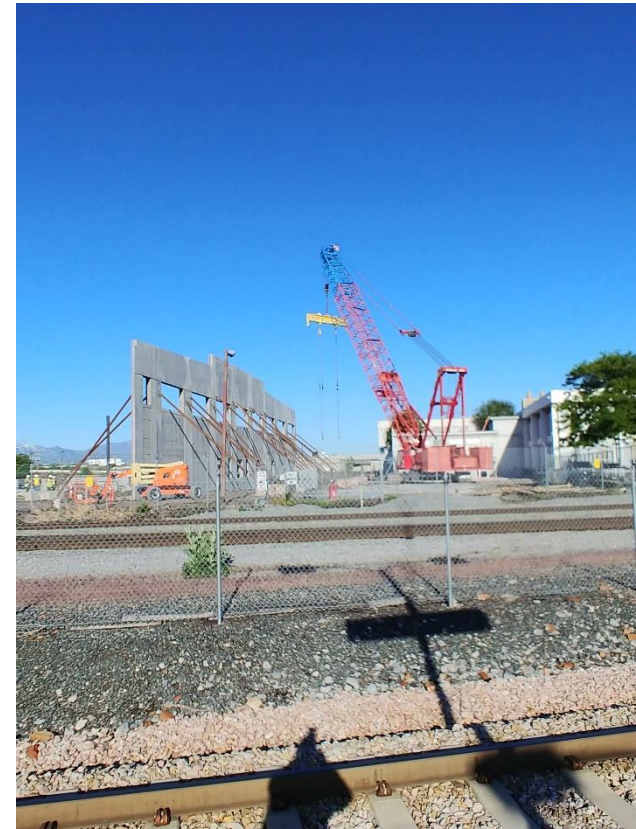
Tilt Up Panels





Tilt Up Panels





Tilt Up Panels

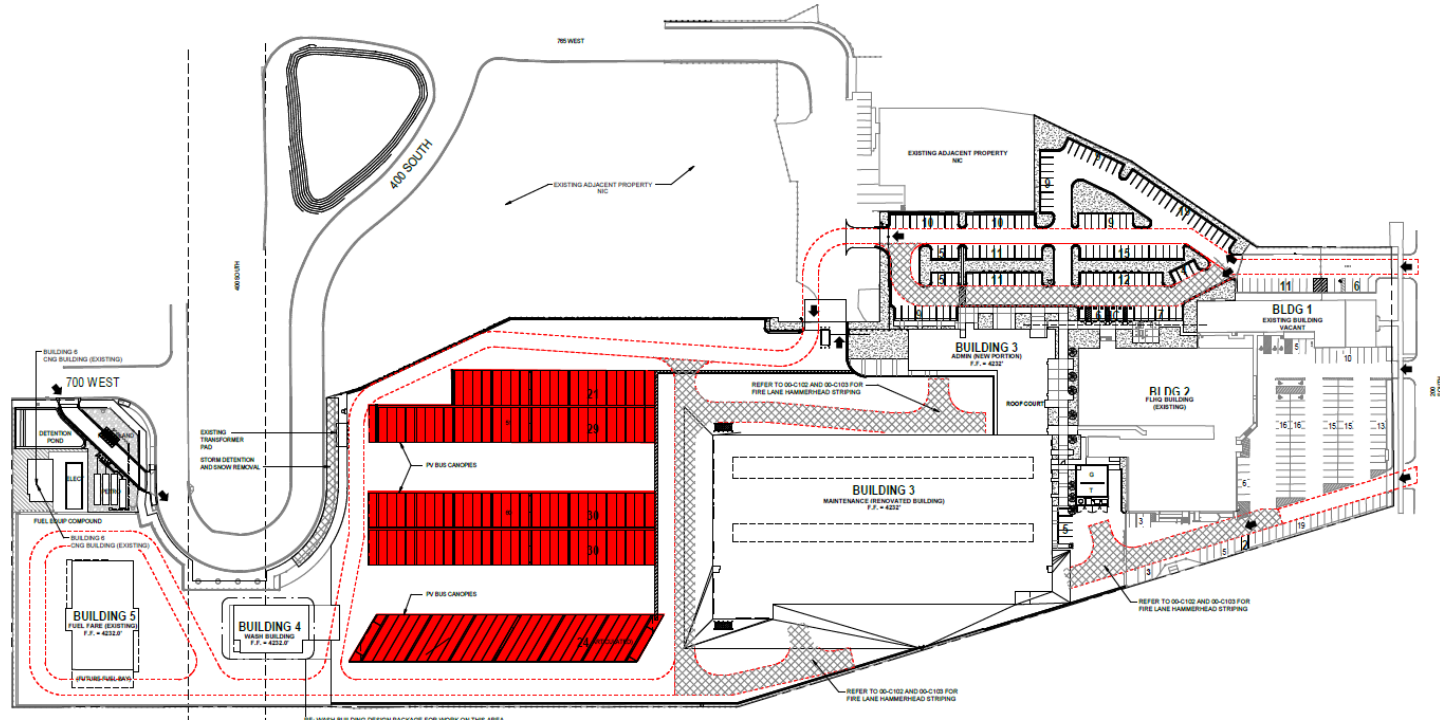


Maintenance Building

- Concrete
 - Ongoing foundation and tilt panel work
- Tilt panels
 - Scheduled to stand and position starting mid May
- Challenges
 - Concrete availability
 - Steel lead time increase to 8 months



- **Phase 4/5/6: Bus Canopies/Electric Bus Charging/Possible Solar**
 - **Anticipated Construction: 2022**



Bus Charging and Canopies

- Contractor pricing this summer
- Initial charging for 30 buses
- Expandable up to 78 buses
- Construction beginning in 2022

Power needs

- Rocky Mountain Study
- Bus charging – Significant power requirement



Status of Current Phases

Phase 1 - Completed

- Building Demolition and Abatement
- \$2,500,000 Construction Cost

Phase 2 – Under Construction

- West Parking Lot, Fueling Island, Bus Wash Building
- \$9,100,000 Construction Cost

Phase 3 – Construction Underway

- Maintenance and Administration Building
- Bus Parking
- \$51,360,000 Construction Cost

Change orders

- Currently within contingency



Other Activities

- Future Phases 4,5,6 – To be completed by Spring 2023
 - Canopies
 - Estimated Cost \$7,500,000
 - Electric Bus Charging
 - Estimated Cost \$3,700,000
 - Possible Solar
 - Estimated Cost \$4,000,000
- Other Costs
 - \$16,840,000
 - Design, Testing, Construction Observation, 3rd Party Utility Relocations, Project Management, Contingency, Furniture, Property
- Total Project
 - \$95,000,000



2020-2021 Ski Service Report



2020-2021 Ski Bus Ridership Report

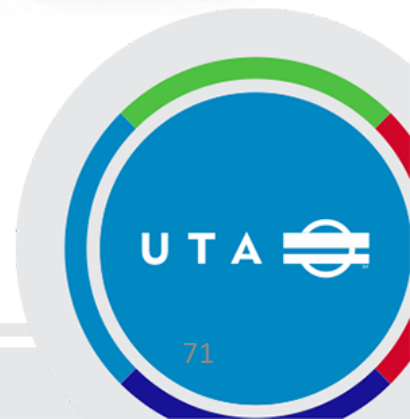
May 26, 2021



2020-2021 UTA Ski Service

- Seven Routes
- Serving Seven Resorts
- Operating 60 Ski Buses
- Impacted by the Covid-19 pandemic

Total Ski Service			
Route	2019-2020	2020-2021	% Change
All Ski	383,401	261,910	-31.69



2020-2021 Ogden Ski Service

- Three Routes
 - Route 674 - Ogden to Powder Mountain
 - Route 675 - Ogden to Snowbasin
 - Route 677 - Layton to Snowbasin
- Operating 12 Ski Buses



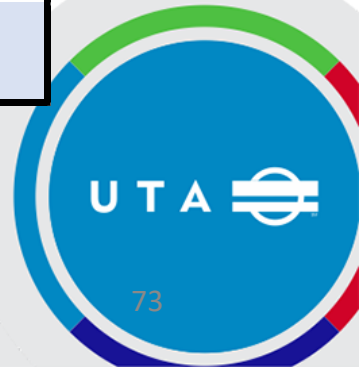
Ogden Ski Service			
Route	2019-2020	2020-2021	% Change
674	28,473	11,619	-59.19
675	14,419	6,300	-56.31
677	10,055	6,978	-30.60
Total	52,947	24,897	-52.98

2020-2021 Salt Lake Ski Service

- Three Routes
 - Route 953 - Midvale Ft Union to Snowbird/Alta
 - Route 972 - Bingham Junction to Solitude/Brighton
 - Route 994 - Historic Sandy Station To Snowbird/Alta
- Operating 38 Ski Buses



Salt Lake Ski Service			
Route	2019-2020	2020-2021	% Change
953	76,993	55,610	-27.77
972	155,117	105,106	-32.24
994	93,340	72,618	-22.20
Total	325,450	233,334	-28.30

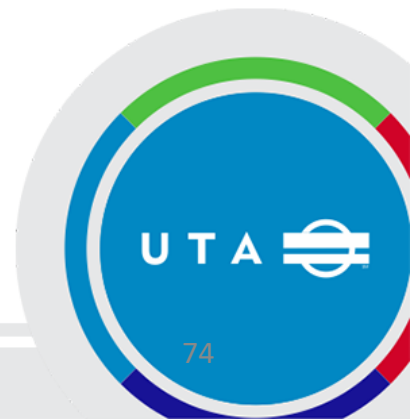


2020-2021 Timpanogos Ski Service

- One Route
 - Route 880- Provo to Sundance
- Operating 3 Ski Buses



Timpanogos Ski Service			
Route	2019-2020	2020-2021	% Change
880	5,003	3,679	-26.48



Questions?



Customer Benchmark Survey Report - 2020b



UTA Benchmark Survey

2020b and April 2021 Pulse Survey Report

May 26, 2021

Presented by:

- Andrea Packer, UTA Communications Director**
- Jen Riley and Mandy Walsh, R&R Partners**



The Process



Research Objectives

- **Survey designed to guide communications and marketing strategy by assessing:**
 - Overall public perception of UTA as an organization
 - Public perception of UTA services
 - High-level indicators of why people ride/don't ride
 - Broad indicators of potential motivators to ride
 - Where people look for information about riding UTA
 - Impact of the COVID-19 pandemic on use of UTA services



Research Highlights

Data from the 2020b Benchmark Survey is a snapshot of an unprecedented point in time. Yet, despite challenges posed by the pandemic, UTA has experienced positive momentum in recent years, and this is further echoed in the most recent mid-year pulse survey.

- Riders who ceased use due to COVID-19 did so because UTA stopped being necessary during the pandemic – many commuters transitioned to a work-from-home setup; events were canceled; school went virtual; and businesses closed.
- While some residents say there's nothing UTA can do to make them feel safe riding during the pandemic, others desired masks, regular sanitizing and social distancing – efforts UTA proactively implemented during the pandemic.
- Despite the challenging year, UTA saw an increase in key metrics over five years.



Research Highlights (cont.)

- A more recent pulse survey shows that more residents are seeing messaging about UTA's efforts to keep riders safe during the pandemic.
- Many residents agree that UTA is reliable, safe and easy, as well as being good for students, the community, and the environment.



Focus Groups

- **Three virtual focus groups including 17 participants (even mix of men/women)**
 1. 6 non-riders (have not used UTA services in >2 years)
 2. 6 riders (have used UTA services <2 years)
 - Mix of service use (TRAX, Bus, FrontRunner)
 - Mix of payment methods (self-pay, employee/student pass, etc.)
 3. 5 COVID-19 (riders who have stopped use of UTA entirely since outbreak of COVID-19 began)



Non-riders

Moderate Familiarity

Despite not using UTA services, nonriders tend to be at least somewhat familiar with the available services. This could be due to past use or knowing someone who uses UTA services.

Describing UTA

Overall, nonriders seem to have more of a negative perception of UTA. They see it as a something people use out of necessity, and some describe UTA as a “flighty friend” who is hit or miss. It is sometimes likened unto discount stores or check-cashing companies: businesses that they avoid but know are there if absolutely necessary.

Inconvenient

Many believe the service itself is inconvenient. In fact, inconvenience plays a large role in their decision not to ride – they don’t see it as practical for everyday errands, believe it takes more time, and some say north/south routes on the west side of the valley are lacking. Some also indicate they simply don’t need to use UTA due to being retired or a stay-at-home parent.



COVID-19 Lapsed Riders

Positive Perceptions

This group views UTA as reliable; the friend where “you may not be at the top of their list but are always there if you need them.” Many also compared UTA to migratory birds (traverse great distances, use specific routes) and horses (mode of transportation).

Impact of COVID-19

Everyone here ceased use of their typical UTA service because they simply have no need right now. For many, working from home has obviated the need to commute. For others, events have been cancelled – meaning they do not need to take TRAX downtown.

Returning to UTA

These riders would resume use of UTA if offices reopened or if they had events to go to. Importantly, though, they generally agree they would not be comfortable riding UTA until the pandemic ends.



Current Riders

Positive Perceptions

Riders generally have positive opinions of UTA. Many believe it is convenient and useful. However, there are areas where perceptions can be improved. For example, some riders feel UTA is slow, while others describe UTA as a person you cannot always depend on.

Desired Improvements

Riders are looking for more east/west services, specifically from the Magna and Tooele areas out to the east side. Others feel that service should run more frequently, with the 30-60 minute wait times for FrontRunner specifically cited.

Impact of COVID-19

Prior to COVID-19, many riders used UTA for events, and occasionally commuting. Since the outbreak, use might have slowed but some still find themselves using UTA to get to the airport or other small trips. Riders have mixed perceptions and reactions to the COVID-19 pandemic. Some don't think riding UTA is risky at all, while others have significantly reduced use due to health concerns over the virus.



Benchmark Survey

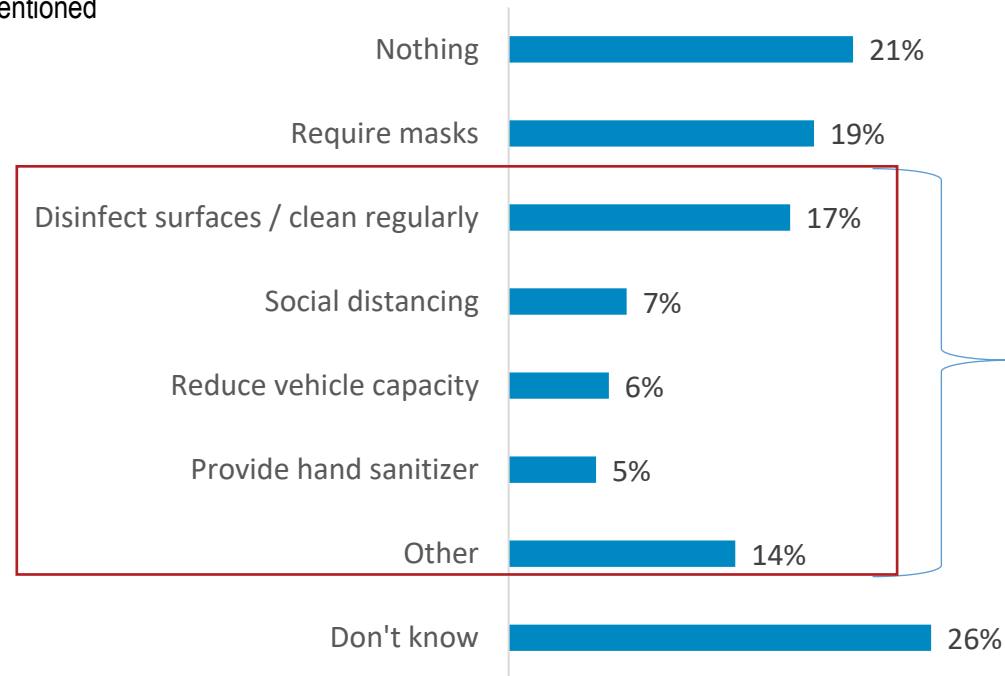
- Telephone and online survey: conducted December 2020
- 602 surveys, margin of error +/- 4%
 - Surveyed four counties (Davis, Salt Lake, Utah and Weber)
 - Demographics:
 - Female = 48% / Male = 52%
 - Balanced mix of respondents
 - Aged 18+ - Employment status - Education - Ethnicity



While just over half indicate some level of concern with riding during the pandemic, most want to know that COVID-19 guidelines are being followed.

What UTA Could Do To Make Residents Feel Safe

% Mentioned



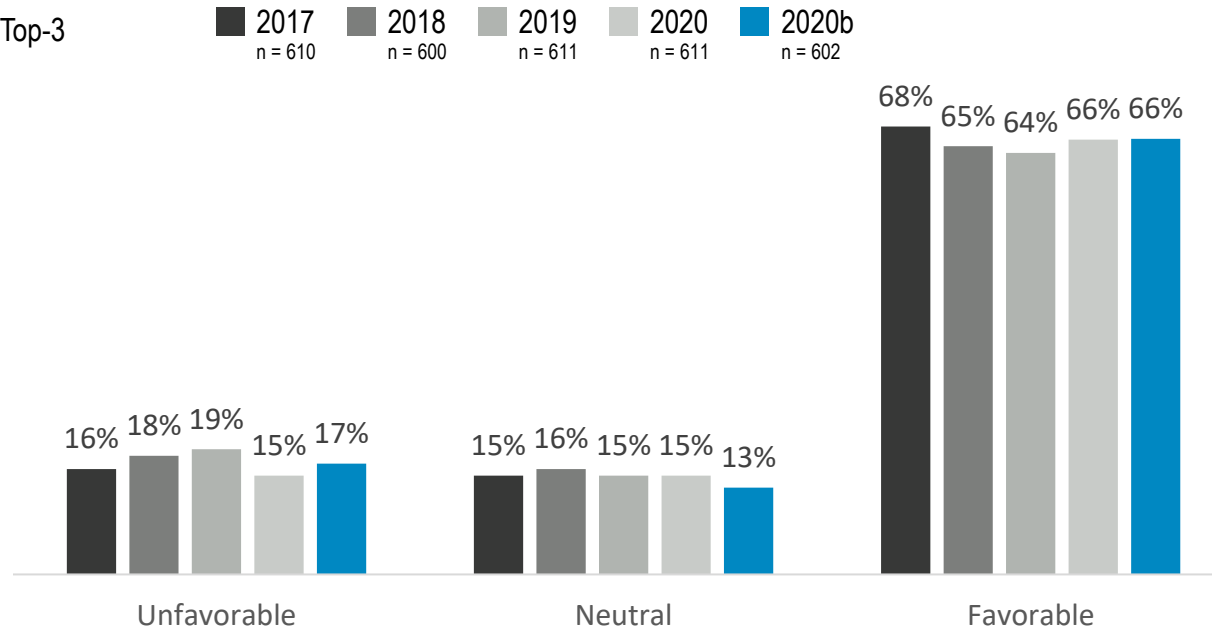
UTA proactively implemented these safety efforts throughout the pandemic. It's possible that residents were unaware due to decreased ridership.



Despite a challenging year, UTA's favorability scores remained level.

Favorability of UTA

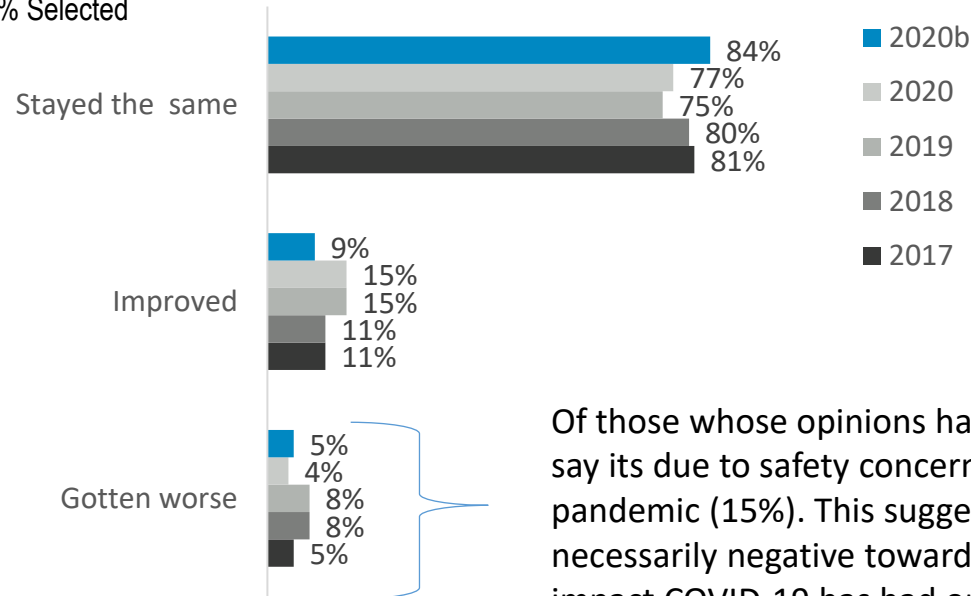
% Bottom-3, % Middle-1, % Top-3



Residents' opinion of UTA held steady. The few who are negative tend to say it's due to COVID-19 safety concerns.

Change in Opinion of UTA in Past 6 Months (June – December 2020)

% Selected



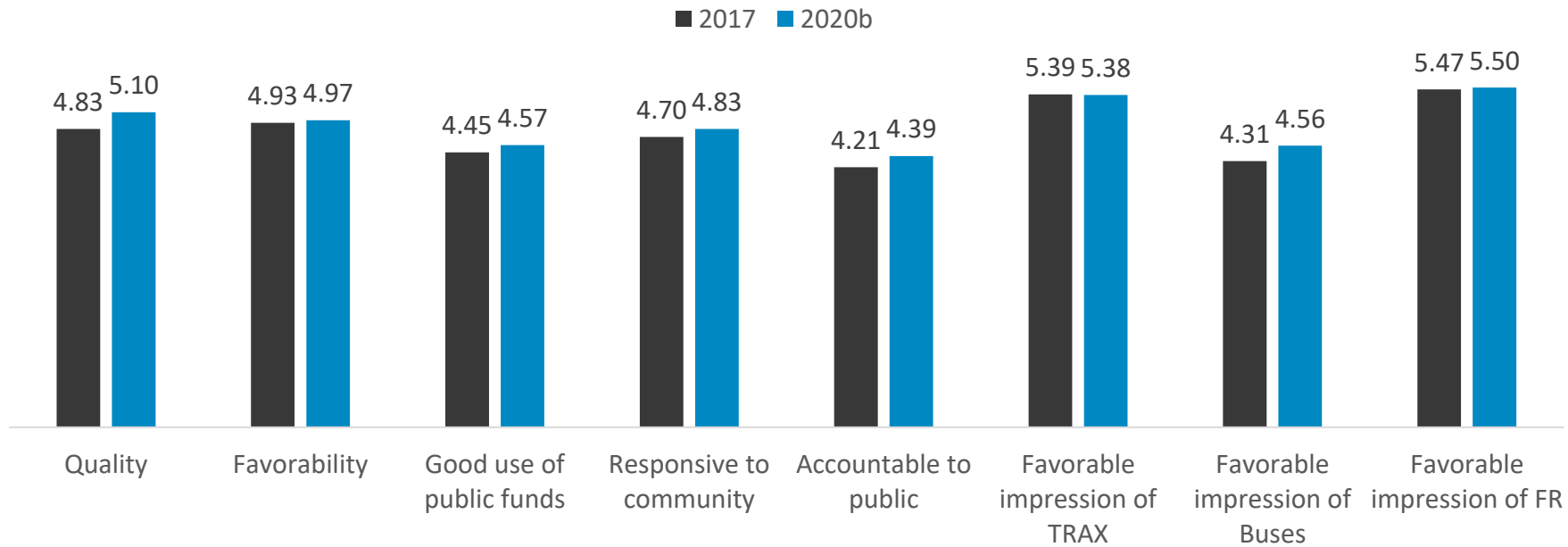
Of those whose opinions have gotten worse, most tend to say it's due to safety concerns around the COVID-19 pandemic (15%). This suggests that these residents aren't necessarily negative toward UTA, but more so toward the impact COVID-19 has had on public transit in general.



Despite a challenging year, UTA saw an increase in most key metrics over the last five research waves.

UTA Key Metrics

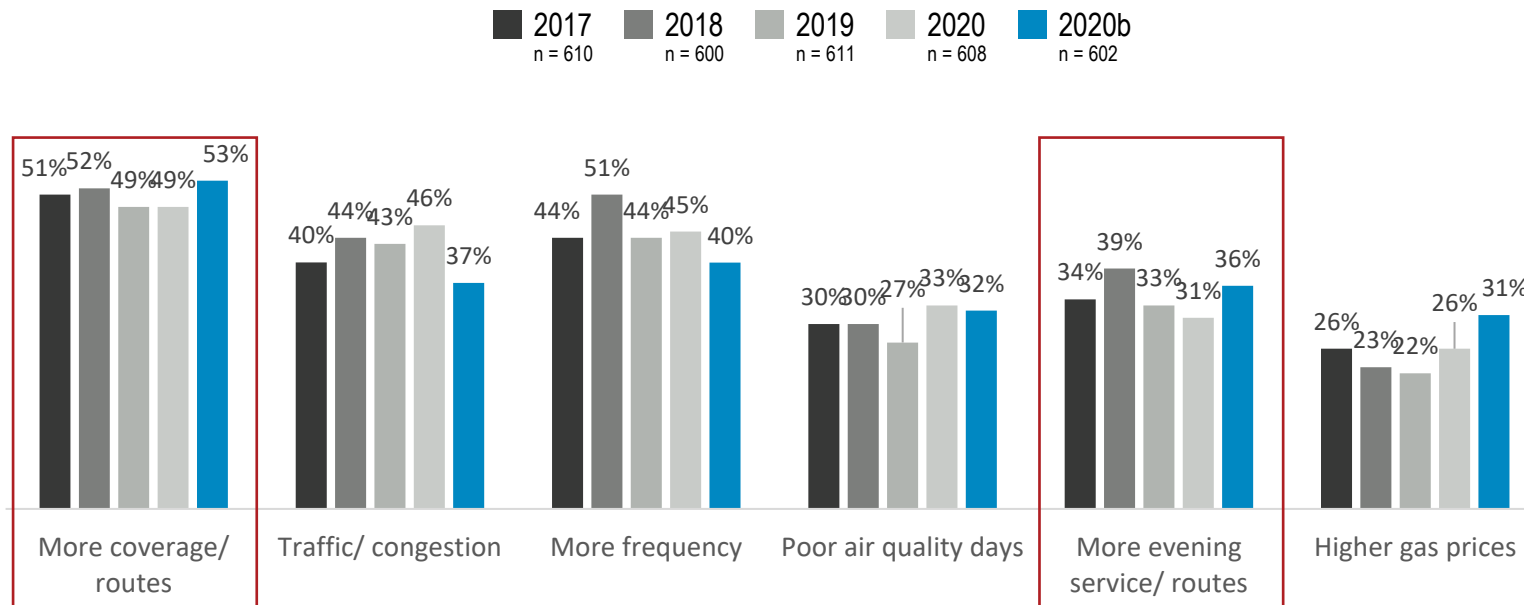
Mean Score, 7-point scale



Increasing coverage and expanding service hours are the options most likely to encourage use of UTA services.

What Would Encourage UTA Use

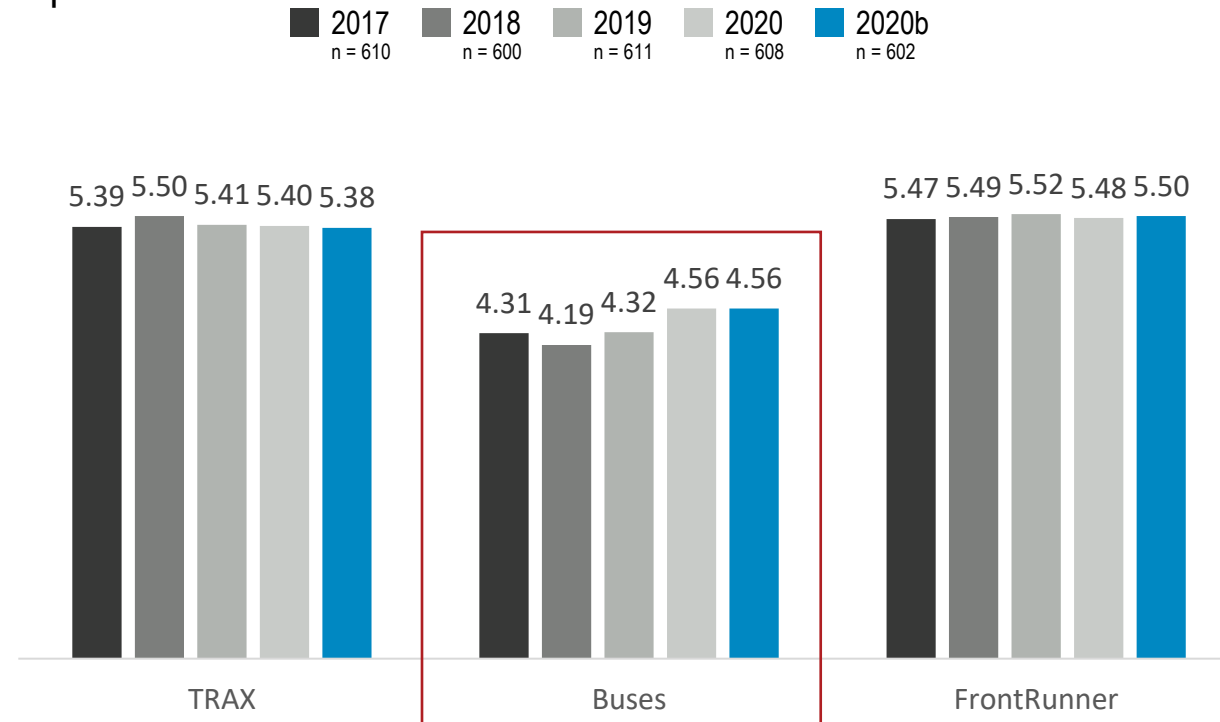
% Top-2



Perception of UTA services has held steady, with bus leveling out after a multi-year increase.

Perceptions of UTA Transportation

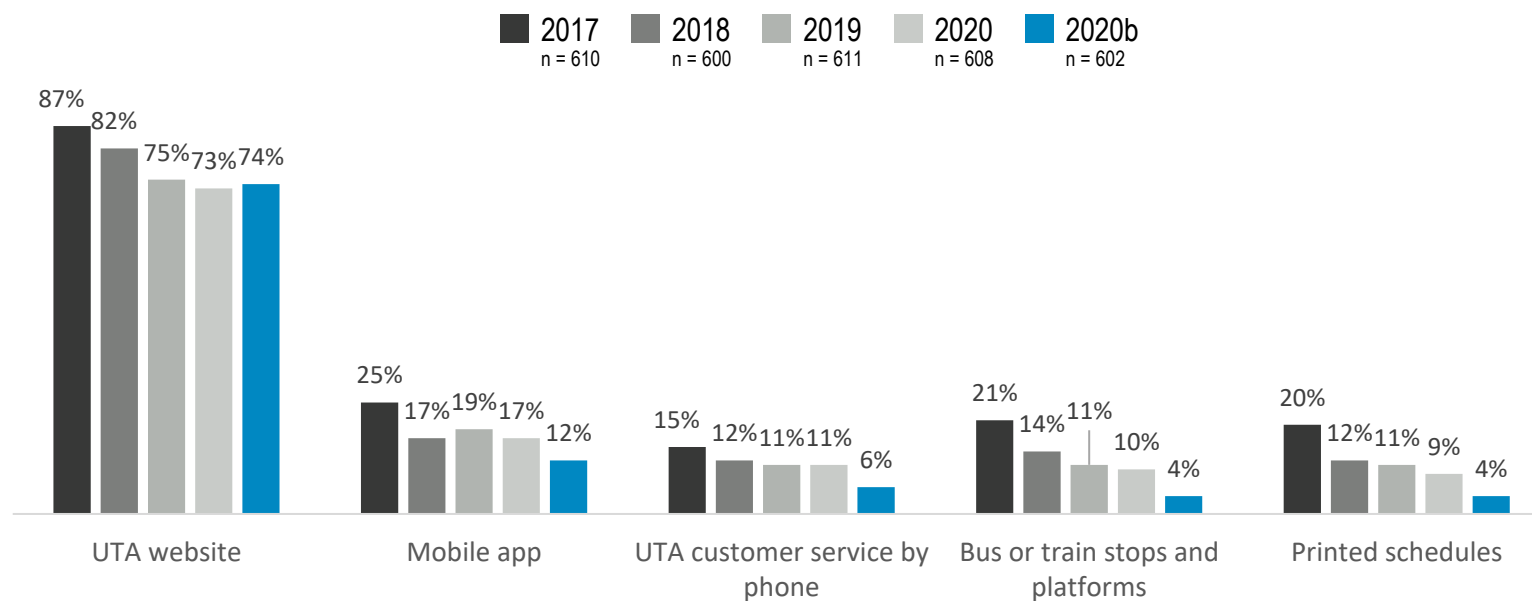
Mean Score, 7-point scale



UTA's website is the clear preference for seeking information about UTA services.

Preferred Source of Info on UTA Services

% Selected



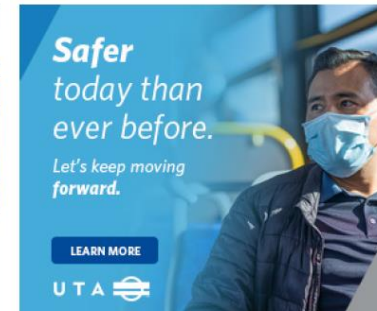
Research indicated UTA's need to reassure the community and:

- **Reaffirm safety and cleanliness.**
- **Emphasize how UTA is supporting the community.**
- **Demonstrate how UTA is reliable, there for riders, and always working in the background to ensure safety remains a top priority.**
- **Drive positive perceptions, even with groups of riders that have no current need to ride, for when needs and circumstances change.**



Spring 2021 Messaging Strategy

- Launched “Forged” on March 3, 2021, a 12-week broadcast and digital campaign reinforcing safety and UTA’s dedication to providing clean, reliable transportation along the Wasatch Front.
- Reassured the public by reinforcing operational safety measures (mask requirement, cleaning protocol, social distancing, etc.) through social, website and *Rider Insider* email communications.
- Followed up with a pulse survey in April 2021.



Mid-year Pulse Survey

- Online survey: conducted April 2021
- 591 surveys, margin of error +/- 4.03%
 - Surveyed four counties (Davis, Salt Lake, Utah and Weber)
 - Demographics:
 - Female = 49% / Male = 50% / Nonbinary = 1%
 - Balanced mix of respondents
 - Aged 18 - Employment status - Ethnicity

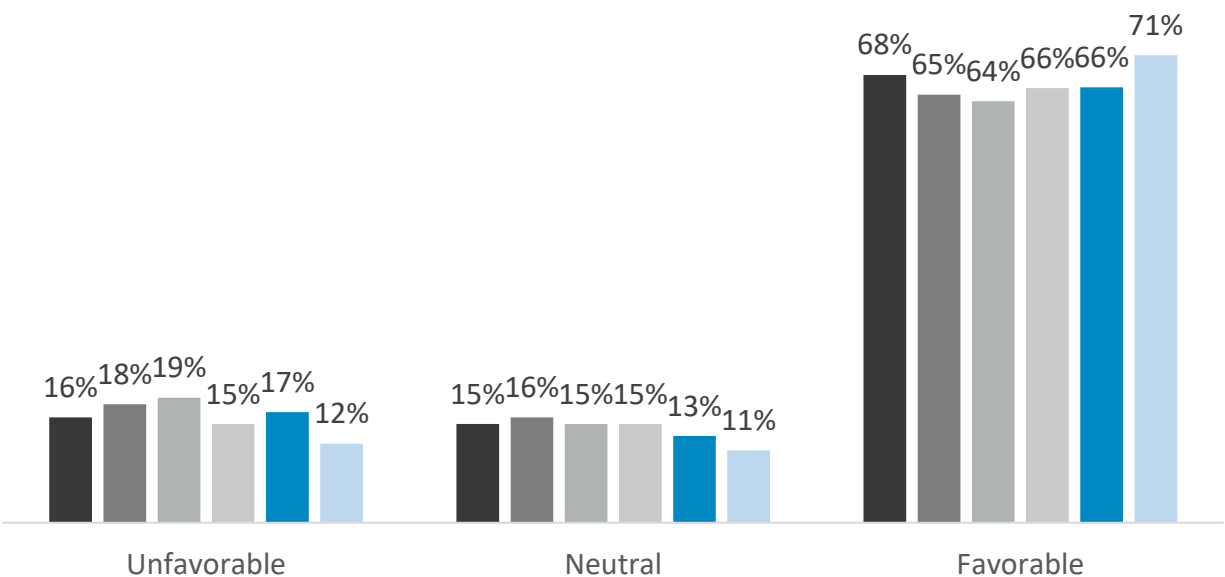


About 7 in 10 have favorable impressions of UTA.

Favorability of UTA

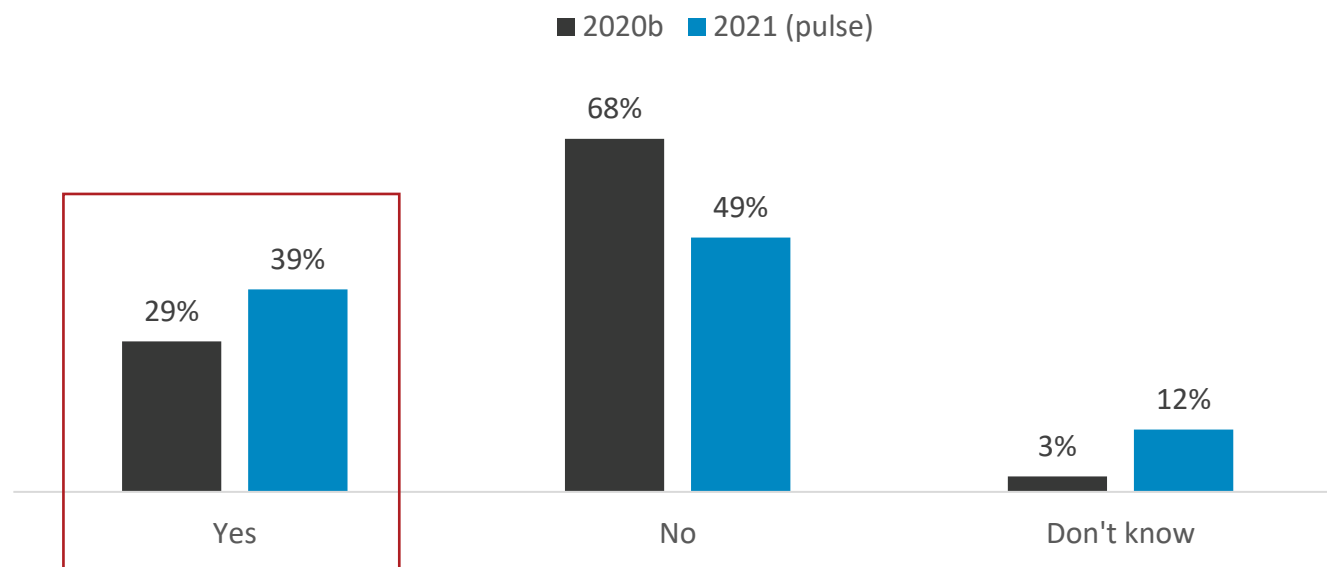
% Bottom-3, % Middle-1, % Top-3

■ 2017 ■ 2018 ■ 2019 ■ 2020 ■ 2020b ■ 2021 (pulse)



Compared to December, more residents have seen messaging about what UTA is doing to keep riders safe.

Awareness of COVID-19 Messaging

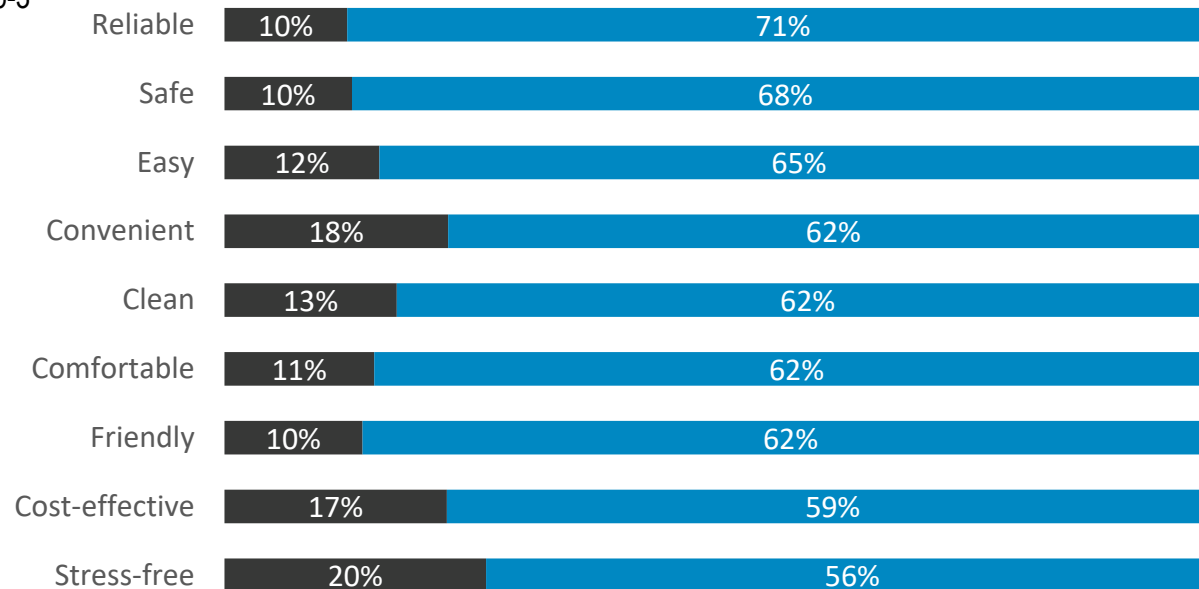


Residents tend to agree UTA is reliable, safe and easy.

UTA Attributes

% Bottom-3, % Top-3

■ Bottom-3 box ■ Top-3 box



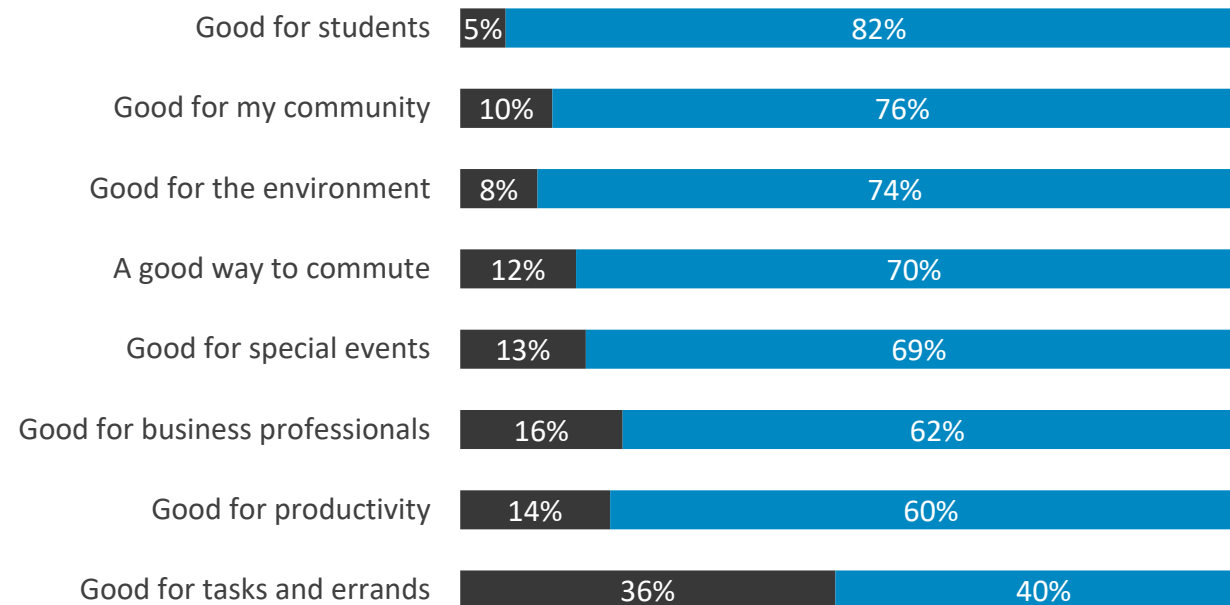
UTA is mainly seen as being good for students, the community, and the environment.

UTA Descriptions

% Bottom-3, % Top-3

■ Bottom-3 box

■ Top-3 box



Thank you



Other Business

- a. Next meeting: Wednesday, June 9, 2021 at 9:00 a.m.



Closed Session

- a. Strategy session to discuss pending or reasonably imminent litigation



Closed Session



Open Session



Adjourn



Break

